

**Submission of Indicated New York Transmission
Owners
For Authority to Construct and Operate Electric
Transmission Facilities in Multiple Counties in
New York**

Case 13-M-0457

Public Notice

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PUBLIC NOTICE

IN THE MATTER OF THE APPLICATION OF NEW YORK TRANSMISSION OWNERS PURSUANT TO ARTICLE VII FOR AUTHORITY TO CONSTRUCT AND OPERATE ELECTRIC TRANSMISSION FACILITIES IN MULTIPLE COUNTIES IN NEW YORK STATE (CASE 13-M-0457).

TO WHOM IT MAY CONCERN: PLEASE TAKE NOTICE THAT Niagara Mohawk Power Corporation d/b/a National Grid ("National Grid"), New York State Electric & Gas Corporation ("NYSEG"), Rochester Gas and Electric Corporation ("RG&E"), NY Transco LLC ("Transco"), and Central Hudson Gas and Electric Corporation ("Central Hudson") (collectively, the "Applicants"), will file additional submission materials ("Additional Submission Materials") on the remaining proposals offered for comparative evaluation in the above entitled matter with the New York State Public Service Commission ("Commission") pursuant to Article VII of the Public Service Law of the State of New York and the Commission's December 16, 2014 order issued in the above referenced proceeding.

A copy of the Additional Submission Materials filed with the Commission will be served upon the chief executive officers of the Counties of Broome, Chenango, Delaware, Oneida, Herkimer, Montgomery, Schenectady, Albany, Rensselaer, Columbia, Ulster, Dutchess, and Greene; the Towns of Afton, Athens, Bainbridge, Barker, Catskill, Chenango, Coventry, Cossackie, Delhi, Franklin, Greene, Greenport, Hamden, Hyde Park, Maine, Masonville, New Baltimore, Sidney, Union, Walton, Marcy, Deerfield, Schuyler, Frankfort, German Flatts, Stark, Danube, Minden, Canajoharie, Root, Glen, Charleston, Florida, Duanesburg, Princetown, Guilderland, New Scotland, Bethlehem, Coeymans, Schodack, Stuyvesant, Stockport, Ghent, Claverack, Livingston, Gallatin, Clermont, Milan, Clinton, Pleasant Valley, Rotterdam, Little Falls and Ulster; and the Village of Athens (the municipalities traversed by the proposed routes).

GENERAL INFORMATION

The remaining proposals offered for comparative evaluation by the Applicants (the "Remaining Proposals") will address persistent congestion on portions of the New York State electric transmission system in accordance with the goals set forth in the Commission's December 16, 2014 Order and preceding Orders. As the Additional Submission Materials will set forth in greater detail, the Remaining Proposals consist of changes to previously proposed segments or newly proposed segments which may be arranged as follows as nine separate proposals: (1) a modification to the October 1, 2013 project proposal including a slight revision to the proposed route and structure-type changes for the proposed 345kV Oakdale to Fraser Line, and the elimination of the transmission line between New Scotland substation and Knickerbocker substation in the Edic to Pleasant Valley proposed project; (2) the Knickerbocker to Pleasant Valley proposal; (3) the Leeds to Pleasant Valley reconductoring proposal; (4) the Hurley Avenue PARs (a proposal improving an existing substation and replacing two structures); (5) New Scotland to Leeds reconductoring and Leeds to Pleasant Valley new circuit proposal; (6) Edic to New Scotland and Knickerbocker to Pleasant Valley; (7) Edic to New Scotland and New Scotland to Leeds to Pleasant Valley reconductoring proposal; (8) Edic to New Scotland and the Hurley Avenue PARs proposal; and/or (9) Edic to New Scotland and New Scotland to Leeds reconductoring and Leeds to Pleasant Valley new circuit.

DESCRIPTION OF THE REMAINING PROPOSAL SEGMENTS

Edic to New Scotland Segment.

The portion of this segment between Edic and Princetown Junction (a right-of-way intersection in the Town of Princetown, Schenectady County as described further below) starts at the existing 345 kV Edic Substation in the Town of Marcy, Oneida County. The scope of work consists of the removal of two existing 230 kV lines and the construction of a new 345 kV line within approximately 66.8 miles of existing ROW. For approximately 12.6 miles out of Edic Substation, this will involve the removal of one set of 230 kV wires and insulators from each of the two existing 230/345 kV double-circuit tubular steel monopoles and the installation of one set of 345 kV wires and insulators to one of them. For the remaining approximately 54.2 miles, the two existing 230 kV H-frame structure lines will be removed and replaced with one new 345 kV line consisting predominately of H-frame structures. New 345 kV tubular steel monopole structures will be used intermittently through this segment for approximately 5.4 miles in total. All work at the existing 345 kV Edic Substation will be within the existing fence line. This segment terminates at Princetown Junction. The Edic to Princetown segment passes through the towns of Marcy and Deerfield in Oneida County, the towns of Schuyler, Frankfort, German Flatts, Little Falls, Stark, and Danube in Herkimer County, the towns of Minden, Canajoharie, Root, Glen, Charleston, and Florida, in Montgomery County, and the towns of Duanesburg and Princetown, in Schenectady County. This segment is part of proposals 1, 6, 7, 8 and 9.

The Princetown to New Scotland portion of the segment starts at Princetown Junction. The scope of work consists of the construction of new 345 kV structures within approximately 19.7 miles of existing ROW. This segment terminates at the existing 345 kV New Scotland Substation in the Town of New Scotland, Albany County. The Princetown to New Scotland segment passes through the Town of Princetown in Schenectady County, and the towns of Guilderland and New Scotland in Albany County.

The Princetown to Rotterdam portion of the segment also starts at the Princetown Junction. The scope of work consists of the removal of two existing 230 kV H-frame structure lines and the construction of two new 345 kV tubular steel monopole structure lines within approximately 5.0 miles of existing ROW. This segment terminates at the rebuilt and expanded 345 kV Rotterdam Substation in the Town of Rotterdam, Schenectady County. The rebuilt 345 kV Rotterdam Substation allows for the retirement of the two existing 230 kV lines between the existing 230 kV Porter Substation in the Town of Marcy, Oneida County and the existing 230 kV Rotterdam Substation. The work at the rebuilt 345 kV Rotterdam Substation will require expansion of the existing fence line.

New Scotland to Leeds Segment

Within the New Scotland to Leeds segment, the Applicants propose to reconductor two 345 kV transmission lines between the existing New Scotland Substation and the existing Leeds Switching Station, a distance of approximately 25.9 miles. The segment is contained in the towns of New Scotland and Coeymans in Albany County, and the towns of New Baltimore, Cocksackie, and Athens in Greene County. This segment is part of proposals 5 and 9.

Leeds to Churchtown Segment

Within the Leeds to Churchtown segment, the Applicants propose to build a new 345 kV and 115 kV transmission line between a point on the National Grid Line #301 in the Town of Athens and the Churchtown Switching Station, a distance of approximately 8.9 miles. The segment is contained in the Towns of Athens and Village of Athens in Greene County, and the Towns of Greenport and Claverack in Columbia County. This segment is part of proposals 5 and 9.

Leeds to Pleasant Valley Segment

Within the Leeds to Pleasant Valley segment, the Applicants propose to reconductor two 345 kV transmission lines between the Athens Substation and Leeds Switching Station, and the Pleasant Valley Substation, a distance of approximately 39.8 miles. The segment is contained within the Town of Athens and Village of Athens, Greene County; the towns of Greenport, Livingston, and Clermont, Columbia County; and the towns of Milan, Clinton, Hyde Park, and Pleasant Valley, Dutchess County. This segment is part of proposals 2, 5, 6, and 9.

Knickerbocker To Churchtown Segment

Within the Knickerbocker to Churchtown segment, the Applicants propose to build a new 345 kV transmission line between Knickerbocker Switching Station and Churchtown Switching Station. The segment is contained in the town of Schodack in Rensselaer County, and the towns of Stuyvesant, Stockport, Ghent, and Claverack in Columbia County. This segment is part of proposals 1, 2, and 6.

Churchtown to Pleasant Valley Segment

Within the Churchtown to Pleasant Valley segment, the Applicants propose to build a new 345 kV transmission line between the vicinity of the Churchtown Switching Station and the Consolidated Edison Pleasant Valley Substation. The segment is located in the towns of Claverack, Livingston, Gallatin, and Clermont, Columbia County, and the towns of Milan, Clinton, and Pleasant Valley, Dutchess County. This segment is part of proposals 1, 2, 5, 6, and 9.

Oakdale-Fraser Segment.

The Proposed Oakdale-Fraser Line is a second 345kV electric line that would run parallel to NYSEG's existing Line 32. The Proposed Oakdale-Fraser Line runs between the Oakdale Substation in the Town of Union, Broome County, and the Fraser Substation in the Town of Delhi, Delaware County, a distance of approximately 57 miles. The segment is part of proposal 1 and is contained in the towns of Union, Maine, Chenango, and Barker in Broome County, the towns of Greene, Coventry, Afton, and Bainbridge in Chenango County, and the towns of Masonville, Sidney, Franklin, Walton, Hamden, and Delhi in Delaware County. The Proposed Oakdale-Fraser Line will be constructed within the existing NYSEG Line 32 ROW.

Hurley Substation Proposal.

The Hurley Avenue Phase Angle Regulators (PARs) project is part of proposals 4 and 8 and is designed to improve the flow of power across the UPNY/SENY transmission line interface and this project includes the installation of the following equipment at Central Hudson's Hurley Avenue Substation located in the Town of Ulster, Ulster County, NY: three parallel 345kV 575 MW (+/- 30 degree) PARs; two 345kV 135 MVar switched shunt capacitor banks; four 345kV circuit breakers;

and associated disconnect switches and other appurtenances. This project also includes the replacement of station connections at both the Hurley Avenue and Leeds substations and replacement of two transmission line structures south of Route 23A in the Town of Catskill on the 301 Hurley to Leeds 345kV transmission line all designed to maximize the rating of the existing transmission line. While this project will require expansion of the current footprint of the Hurley Avenue Substation, it is anticipated that this expansion can occur on real estate currently owned by Central Hudson. The expansion of the Hurley Avenue Substation footprint will be approximately 255 feet to the west and 120 feet to the south.

LOCATION OF THE REMAINING PROPOSAL SEGMENTS

Edic to New Scotland Segment.

The proposed Edic to New Scotland line will run from the Edic Substation in Oneida County to the New Scotland Substation in Albany County. The line will be built primarily within an existing ROW owned by the Applicant.

From Edic Substation in the town of Marcy, the new 345 kV line would traverse approximately 2,000 feet to the Porter Substation to join the 230 kV Porter to Rotterdam #30 and #31 ROW, which also includes the NYPA Marcy to Coopers Corners and the Edic to Fraser 345 kV lines. These facilities are located on adjacent double-circuit structures within this shared 215- to 400-foot-wide ROW for a total distance of approximately 12 miles.

Heading southeast past Porter Substation, the route crosses State Route 8/12 into the Town of Deerfield and continues past and to the north of the Utica Reservoir. After crossing into Herkimer County, the route turns south and crosses the New York State Thruway (I-90), the Erie Canal and the Mohawk River within a distance of approximately 3,000 feet.

The total distance in Oneida County is approximately 4.5 miles; 0.9 mile in the Town of Marcy and 3.6 miles in the Town of Deerfield.

The route continues in a south-southeasterly direction for approximately 8 miles in Herkimer County at which point the 230 kV #31 line separates from the other three circuits and continues to the east within a separate right-of-way. The route follows the alignment of the 230 kV #30 line, which continues to share the right-of-way with the two NYPA 345 kV lines for approximately 1.8 miles. The two NYPA 345 kV lines diverge south from the 230 kV #30 line and the #30 line continues within its own right-of-way in a southeasterly and then easterly direction for approximately 3.0 miles, at which point it rejoins the 230 kV #31 line. The route continues in a southeasterly-easterly direction within the 200-foot-wide right-of-way of the #30 and #31 lines through Herkimer County.

The total distance in Herkimer County is approximately 27.6 miles; 1.7 miles in the Town of Schuyler, 8.8 miles in the Town of Frankfort, 9.1 miles in the Town of German Flatts, 1.0 mile in the Town of Little Falls, 6.0 miles in the Town of Stark, and 1.0 mile in the Town of Danube.

The route continues to follow the alignment of the 230 kV #30 and #31 lines in a southeasterly direction through Montgomery County, crossing Canajoharie Creek in the Town of Canajoharie. In the town of Charleston just west of State Route 30A, the #30 and #31 lines separate with the #31 line heading northeast before turning to the southeast and rejoining the #30 line just west of Schoharie Creek. The route continues to follow the alignment of the #30 line due east through this area, across Schoharie Creek before continuing into Schenectady County.

The total distance in Montgomery County is approximately 29.8 miles; 5.7 miles in the Town of Minden, 6.3 miles in the Town of Canajoharie, 6.0 miles in the Town of Root, 2.4 miles in the Town of Glen, 5.3 miles in the Town of Charleston, and 4.1 miles in the Town of Florida.

The route continues due east within the right-of-way of the #30 and #31 lines in Schenectady County to the intersection of the right-of-way for the #30 and #31 lines and the right-of-way for the 345 kV Marcy to New Scotland #18 line and the 345 kV Edic to New Scotland #14 line ("Princetown Junction").

From Princetown Junction, the Princetown to New Scotland portion of the segment route continues to the southeast within the 370-foot-wide right-of-way for the 345 kV Marcy to New Scotland #18 line and the 345 kV Edic to New Scotland #14 line. The route crosses Interstate 88 (I-88) about 5 miles south of Princetown Junction, just west of where I-88 ends at the New York State Thruway (I-90). About 1 mile south of the I-88 crossing, the Rotterdam to New Scotland 115 kV #13 line joins the 590-foot-wide right-of-way and the route turns due south and continues into Albany County.

Also from Princetown Junction, the Princetown to Rotterdam portion of the segment runs easterly within a 200-foot wide right-of-way for a distance of 2.2 miles, crossing Pattersonville-Rynex Corners Road (County Road 3P) and Upper Gregg Road. The route then turns slightly east for a distance of 2.0 miles, where it meets the National Grid #10 and #12 lines. The route

then turns southeast and continues as a 300-foot wide right-of-way for a distance of 0.9 miles, crossing I-90, and terminating at the Rotterdam Substation.

The total distance in Schenectady County is approximately 17.4 miles; 3.8 miles in the Town of Duanesburg, 9.9 miles in the Town of Princetown, and 3.7 miles in the Town of Rotterdam.

In Albany County the route crosses U.S. Route 20 in the Town of Guilderland, continues due south just to the east of the Orchard Creek Golf Club, then turns southeast and continues within the existing 345 kV corridor, which is reduced to a 450-foot-wide right-of-way for a distance of approximately 2 miles in the town of Guilderland. The route follows this corridor to the New Scotland Substation in the town of New Scotland.

The total distance in Albany County is approximately 12.1 miles, with 6.7 miles in the Town of Guilderland and 5.4 miles in the Town of New Scotland.

New Scotland to Leeds Segment

The segment exits the New Scotland Substation to the west and continues for approximately 1,200 feet, crossing County Road 308, to a point where they turn to the southwest. Here they cross Orchard Hill Road and continue to the southwest, crossing an unnamed commercial drive and Spore Road, for a distance of approximately 6,700 feet where they then turn to the southeast. The segment continues to the southeast for approximately 10.4 miles crossing the Delaware Turnpike (State Route 443), Indian Fields Road (State Route 32), Onesquethaw Creek Road, Rowe Road, Cedar Grove Road (State Route 396), Blodgett Hill Road, Payne Road, Starr Road, Bushendorf Road, Fares Road, Jarvis Road South, Cedar Ridge Road, and Aquetuck Road (State Route 143).

From this point, the segment continues in a more southerly direction for approximately 8,900 feet where they turn and proceed almost due south for approximately 7,800 feet crossing West Deans Mill Road, an unnamed private road, County Road 51, and County Road 54. The segment continues south-southwesterly for approximately 2.0 miles to the intersection with Interstate 87, crossing High Rock Road, Schoolhouse Road, Roberts Hill Road, and Scheller Park Road.

From the intersection with Interstate 87, the segment continues for approximately 350 feet before turning to the southwest for approximately 4,900 feet crossing State Route 81, as well as crossing Smith Road twice. At this point they turn to the southwest and continue in a southwesterly direction for approximately 5,600 feet, crossing Plank Road (County Road 9) and Peter Bronk Road. At this point they turn south and continue in a more southerly direction for approximately 5,900 feet where they turn south for approximately 5,800 feet. In this stretch the segment crosses Fountain Flats Road and Greene Lake Road (County Road 49).

The segment then turns to the southeast and continues for approximately 4,000 feet crossing U.S. Route 9W. Here they turn south and continue for approximately 2.6 miles where they turn towards the east and continue to the termination point at the Leeds Switching Station, a distance of approximately 1,800 feet. The segment crosses an unnamed private drive, Schoharie Turnpike (County Road 28), and the access road to the Athens Substation.

The total distance in Albany County is approximately 11.7 miles, 6.0 miles in the Town of New Scotland and 5.7 miles in the Town of Coeymans. The total distance in Greene County is approximately 14.2 miles, 5.5 miles in the Town of New Baltimore, 5.1 miles in the Town of Coxsackie, and 3.6 miles in the Town of Athens.

Leeds to Churchtown Segment

The segment exits off of Central Hudson Line #301 and continues in a south-southwesterly direction a distance of approximately 2,900 feet, crossing Leeds Road (County Road 74). At this point, it turns to the southeast for approximately 800 feet, crossing the CSX Railroad and then turns eastward for approximately 7,300 feet, crossing Howard Hall Road (County Road 53), where the segment crosses the 115 kV transmission lines in the Leeds to Pleasant Valley transmission corridor and parallels the corridor on the eastern edge.

The segment continues within the eastern boundary of the Leeds to Pleasant Valley corridor in a southeasterly manner for a distance of approximately 2,100 feet crossing Washington Street (State Route 385). At this point the segment turns and continues for approximately 5,200 feet in a more southerly direction crossing the Hudson River, two sets of tracks of the Amtrak Railroad, Mt. Merino Road, and a private drive. Here the segment turns more southerly for approximately 4,000 feet crossing State Route 9G. Here it turns nearly due south and continues for approximately 6,200 feet, crossing Farm Road, an unnamed road, and Claverack Road (State Route 23). The segment then departs the Leeds to Pleasant Valley corridor and continues to the southeast for a distance of approximately 7,300 feet, crossing Blue Hill Road (County Road 31), an unnamed private drive, and College Drive.

The segment then turns more easterly and continues approximately 2.0 miles before turning southeast. In this part of the segment the segment crosses Kipp Road, State Route 9, Fingar Road, Claverack Creek, and Spook Rock Road (County

Road 29). From here the segment turns to the southeast for approximately 750 feet crossing State Route 23 before turning more southerly and terminating at a switch on National Grid Line #13, a distance of approximately 780 feet.

The total distance in Greene County is approximately 2.8 miles, all of which is within the Town of Athens. Approximately 1.0 mile of this 2.8 miles is also within the Village of Athens. The total distance in Columbia County is approximately 6.1 miles, with 5.2 miles in the Town of Greenport and 0.9 mile in the Town of Claverack.

Leeds to Pleasant Valley Segment

The northern part of the segment exits the Athens Substation traveling southeast a distance of approximately 2,800 feet where it joins the segment from the Leeds Switching Station. The segment continues to run parallel, without crossing, to the terminus at the Pleasant Valley Substation.

The segment travels approximately 2,900 feet from its junction to a turning point where it turns to the southeast, crossing Flats Road Extension and Howard's Hall Road. It continues approximately 1,500 feet crossing Spoorenburg Road and Leeds-Athens Road to a point where it turns slightly to the east. Here it continues approximately 900 feet to the junction with the National Grid #8 and #T7 circuits, which parallel the segment on the east side of the shared right-of-way (ROW) until the #8 and #T7 circuits depart from the shared ROW towards the NYSEG Churchtown Switching Station. The four circuits continue 900 feet where they turn slightly to the south for approximately 6,600 feet, crossing Washington Street (State Road 385), the Hudson River, and Mt. Merino Road. At this point, the four circuits make a southerly turn and continue approximately 4,000 feet, crossing State Road 9G. Here they turn to the south and continue approximately 6,300 feet to the point where the #8 and #T7 circuits diverge to continue to the NYSEG Churchtown Switching Station. In this stretch, the segment crosses Farm Road, an unnamed private road, and Claverack Road (State Road 23).

The segment then travels south approximately 7,100 feet, crossing Blue Hill Road and Church Road, before turning and traveling in a southeasterly direction. The segment continues in a southeasterly direction for approximately 5.0 miles before turning to the southwest. This 5.0-mile section includes crossings of Blue Valley Road, Rivenburg Road, Cold Spring Road, County Road 10, U.S. Route 9, and an unnamed private road. The segment continues to the southwest for 6,000 feet, crossing Maple Lane, at which point it turns to the south.

The segment continues to the south for approximately 3,700 feet where it turns to the southwest. It continues in a southwesterly direction for approximately 3,100 before turning again to the south after crossing Old Manorton Road and County Road 8. For approximately 7,800 feet, it maintains its southerly direction, crossing an unnamed private road and Roeliff Jansen Kill three (3) times and a tributary once, before heading south for another 2.3 miles. In this part of the segment, it crosses Roeliff Jansen Kill another six (6) times and Pleasantvale Road and East Kerley Corners Road (County Road 2). At this point the segment turns to the southeast and continues for approximately 7,800 feet to a junction with the Greenbush to Pleasant Valley 115 kV circuit. Williams Road and Odak Farm Road are crossed in this part of the segment.

The segment then continues in a southerly direction for approximately 2,000 feet slightly to the southwest for approximately 5,100 feet crossing Turkey Hill Road (County Road 56) and Becker Hill Road. At this point it turns south and continues for approximately 9,500 feet crossing an unnamed private drive and Battenfeld Road. From here, the segment turns slightly to the southwest and continues for approximately 6,700 feet where it again turns to the south for a distance of approximately 5,500 feet. Within this part of the segment, it crosses an unnamed private drive, State Route 199, and Salisbury Turnpike. It then turns to the southeast and continues for approximately 2,800 feet, crossing Round Lake Road, to a point where it deviates from the shared transmission corridor and continues to the southwest.

The segment then continues to the southwest for approximately 9,200 feet before turning to continue in a more southerly direction for approximately 8,200 feet where it turns slightly more to the south again, crossing Quarry Road (County Road 19) and Kansas Road. The segment continues this direction for approximately 7,800 feet, crossing Fiddlers Bridge Road. Here it turns slightly to the southwest for another approximate 2.1 miles crossing Schoolhouse Road, Rhynders Road, Meadowbrook Lane, and Walnut Drive. At this point, the segment turns slightly to the southwest and continues for approximately 9,700 feet before turning to the south and continuing for approximately 9,000 feet, crossing Hollow Road (County Road 14), East Fallkill Road, Ruskey Lane, and Marshall Road. Here it turns to the southwest and continues for approximately 4,200 feet, where it turns slightly to the southeast and proceeds for approximately 2.5 miles crossing Netherwood Road (County Road 41), Melville Road, Cary Road, and Salt Point Turnpike (State Route 115). At this point it turns to the southeast and continues for approximately 4,400 feet, crossing Van Wagner Road (County Road 38), at which point it runs within double-circuit structures for approximately 1,500 feet, and then continues approximately 400 feet before terminating at the Consolidated Edison Pleasant Valley Substation.

The total distance in Greene County is approximately 2.4 miles, all of which is within the Town of Athens. Approximately 1.4 miles of this 2.4 miles is also within the Village of Athens. The total distance in Columbia County is approximately 14.8 miles, with 4.1 miles in the Town of Greenport, 9.6 miles in the Town of Livingston, and 1.1 miles in the Town of Clermont. The total distance in Dutchess County is approximately 22.6 miles, with 9.0 miles in Milan, 7.7 miles in the Town of Clinton, 2.5 miles in the Town of Hyde Park, and 3.4 miles in the Town of Pleasant Valley.

Knickerbocker To Churchtown Segment

The segment starts at the proposed Knickerbocker Switching Station in the Town of Schodack, Rensselaer County. The Knickerbocker Switching Station will be located at the intersection of the New Scotland to Alps #2 line and the 115 kV Schodack to Churchtown #14 line and the 115 kV Greenbush to Hudson #15 line, approximately 1.75 miles east of the Hudson River. Within the Knickerbocker to Churchtown segment, the Applicants propose to remove an existing 115 kV double-circuit structure line and build a new 345/115 kV double-circuit transmission line between the Knickerbocker Switching Station and the Churchtown Switching Station.

The route for the new 345 kV line departs from the proposed Knickerbocker Switching Station and proceeds to the south within the approximately 125-foot-wide right-of-way of the double-circuit 115 kV Schodack to Churchtown #14 and 115 kV Greenbush to Hudson #15 lines. Approximately 2.2 miles south of the proposed Knickerbocker Substation, the route passes from Rensselaer County into Columbia County.

The route continues in a nearly straight line due south through the town of Stuyvesant for a distance of approximately 8 miles. After crossing into the Town of Stockport, the route turns to the southeast, crosses U.S. Route 9, and Kinderhook Creek and again turns due south. The route continues in a southerly direction generally parallel to and approximately 1 mile to the east of U.S. Route 9. The route crosses a small portion of the Town of Ghent less than 1 mile west of the Columbia County Airport. The route continues to follow the existing 115 kV right-of-way through the town of Claverack, passing about 2 miles to the east of the City of Hudson. After crossing Route 9H the double-circuit 115 kV Lafarge to Pleasant Valley #8 and 115 kV North Catskill to Milan #T7 lines join the right-of-way just north of the proposed Churchtown Switching Station. This segment terminates at the rebuilt and expanded Churchtown Switching Station in the Town of Claverack. The new Churchtown Switching Station will require an expansion of the existing fenceline. The total distance in Columbia County before reaching Churchtown Switching Station is approximately 19.7 miles; 8.0 miles in the Town of Stuyvesant, 4.6 miles in the Town of Stockport, 0.7 miles in the Town of Ghent, and 6.4 miles in the Town of Claverack.

The total distance from the proposed Knickerbocker Substation to the existing Churchtown Switching Station is approximately 21.9 miles. The total distance in Rensselaer County is 2.2 miles, all of which is within the Town of Schodack. The total distance in Columbia County is approximately 19.7 miles, with 8.0 miles in the Town of Stuyvesant, 4.6 miles in the Town of Stockport, 0.7 miles in the Town of Ghent, and 6.4 miles in the Town of Claverack.

Churchtown to Pleasant Valley Segment

This segment begins in the vicinity of the rebuilt and expanded Churchtown Switching Station in the Town of Claverack, Columbia County, and proceeds south. The new Churchtown Switching Station will require an expansion of the existing fenceline. Within the Churchtown to Pleasant Valley segment, the Applicants propose to remove an existing 115 kV double-circuit structure line and build a new 345/115 kV double-circuit transmission line.

South of the Churchtown Switching Station, the ROW is currently occupied with parallel double-circuit 115 kV lines. The 125-foot-wide right-of-way that constitutes this part of the segment contains this configuration for approximately 12 miles through the Town of Livingston, the Town of Gallatin and the Town of Clermont.

The route continues south into the Town of Milan in Dutchess County, and about 1 mile south of the county line the right-of-way is joined from the west by the 345 kV Leeds to Pleasant Valley #91 and #92 lines in parallel, single-circuit configuration. The route continues within this approximately 400-foot-wide right-of-way for approximately 6 miles, at which point the two 345 kV lines leave this shared right-of-way to the west; the route continues due south within the 115 kV right-of-way, passing to the east of Silver Lake in the town of Clinton. The route continues south in the Town of Clinton and continues within this approximately 150-foot-wide 115 kV right-of-way in the Town of Pleasant Valley to the Pleasant Valley Substation. The total distance in Dutchess County is approximately 21.1 miles, including 8 miles in the Town of Milan, 8 miles in the Town of Clinton, and 5.1 miles in the Town of Pleasant Valley.

South of Churchtown Substation the route roughly parallels the Taconic State Parkway which is located approximately 2 to 3 miles to the east.

The total distance from the existing Churchtown Switching Station to the existing Pleasant Valley Substation is approximately 32.3 miles. The total distance in Columbia County is approximately 11.2 miles, with 1.0 mile in the Town of Claverack, 8.3 miles in the Town of Livingston, 1.2 miles in the Town of Gallatin, and 0.7 mile in the Town of Clermont. The total distance in Dutchess County is approximately 21.1 miles, with 8.0 miles in the Town of Milan, 8.0 miles in the Town of Clinton, and 5.1 miles in the Town of Pleasant Valley.

Oakdale-Fraser Segment.

The Proposed Oakdale-Fraser Segment begins at the Oakdale 345 kV substation in the Town of Union in Broome County. It leaves the substation, heading in a northern direction for approximately 1.6 miles. The line then crosses into the Town of Maine and continues in a northeast direction for approximately 3 miles. The line then crosses into the Town of Chenango,

continuing for approximately 6 miles before crossing into the Town of Barker. Continuing northeast the line crosses State Highway 79, followed by Conklin Hill Road and enters into Chenango County, Town of Greene.

Within the Town of Greene, the Proposed Oakdale-Fraser Segment continues in an easterly direction for approximately 7.5 miles and then crosses into the Town of Coventry. In the Town of Coventry, the line travels in a northeast direction for 7.5 miles after which it crosses into the Town of Afton. The Line crosses State Highway 41 and State Highway 7 followed by the Delaware and Hudson Railroad. After crossing into the Town of Bainbridge, the line continues for approximately 3.4 miles before crossing into Delaware County, Town of Masonville.

The Proposed Oakdale-Fraser Segment continues in an easterly direction through the Town of Masonville for approximately 9 miles before crossing into the Town of Sidney. Continuing in an easterly direction for 2.3 miles, the line crosses into the Town of Franklin and then continues for approximately 2 miles before crossing into the Town of Walton. After crossing into the Town of Walton, the line continues in an easterly direction for 2.8 miles before crossing into the Town of Hamden. The line continues through Hamden for approximately 3.8 miles and then crosses into the Town of Delhi, ending at the Fraser Substation.

Hurley Substation Proposal.

The Hurley Substation is a substation located in the Town of Ulster in Ulster County. While this project will require expansion of the current footprint of the Hurley Avenue Substation, it is anticipated that this expansion can occur on real estate currently owned by Central Hudson. The expansion of the Hurley Avenue Substation footprint will be approximately 255 feet to the west and 120 feet to the south. Two structures will be replaced to raise the height of the conductors on the 301 Hurley to Leeds 345 kV transmission line. The two transmission line structures are located south of Route 23A and north of High Falls Road in the Town of Catskill.

DATE OF FILING

The Applicants expect to file the Additional Submission Materials with the Commission on or before January 20, 2015. Copies of the Additional Submission Materials will be available for public inspection on the Project website (www.nytransco.com). In addition, copies of the Additional Submission Materials will be available for public inspection at the Department of Public Service Offices in Albany (Office of Central Files, 14th Floor, Three Empire State Plaza, Albany, NY 12223).